



## South Mountain Corridor Study Citizens Advisory Team **Draft** Summary

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**Date:** January 27, 2005  
**Time:** 5:30 p.m.  
**Location:** GRIC District 6 Komatke Center – Learning Center Meeting Hall

### Attendees

Kris Black, Ahwatukee Foothills HOA  
Jim Buster, City of Avondale  
Ron Chohamin, Lakewood HOA  
Peggy Eastburn, Estrella Village Planning Committee  
Michael Goodman, Phx Mtns Preservation Council  
Don Jones, Southwest Valley Chamber of Commerce

Rudy Martinez, Ahwatukee Village Planning Committee  
Bob Moss, United Dairymen of Arizona  
Laura Prendergast, Laveen Citizens for Responsible Development  
Jim Strogon, Kyrene de los Lagos Elementary School

### Staff and Consultants Attending

Kevin Biesty, ADOT  
Michael Bruder, ADOT  
Matt Burdick, ADOT  
Chris Clary-Lemon, HDR  
Theresa Gunn, GCI

John Godec, GRA  
Bill Hayden, ADOT  
John Roberts, GRIC  
Bill Vachon, FHWA  
Shannon Wilhelmsen, ADOT

### Citizens

Greg Battle  
Joe Biackekly  
Pat Biggs  
Jim Creedon  
Glenn Girsverger  
Matthew Alan Lord  
Vance Marshall  
Kent Oertle  
Reed Oeterseb  
Dave Olivarez  
Albert Pablo  
Patrick Panetta  
Reed Petersen  
Bill Ramsay  
Scott Rose  
Walt Sherwood  
Jeannie Von Tersch  
Dave Vontersch

**Meeting Summary:** Theresa Gunn, GCI

## ACTION PLAN

Task/Activity	Who	When
Look at crime rates in Ahwatukee		
Add current Pecos Road traffic numbers to the traffic volume map	HDR	Following receipt of traffic volumes
Send meeting schedule to SMCAT members	GCI	When available
Provide a new staff contact list	GCI	At Feb Meeting
Send list of upcoming meetings to CAT members	GCI	
Ask City of Phoenix for information on future plans for Pecos Road if not a freeway	HDR/ADOT	By Feb Meeting
Address questions raised by citizen participants, including concerns expressed by David Folts	ADOT / FHWA / HDR	

### **Welcome and Introductions**

Theresa Gunn welcomed attendees to the meeting and provided a brief background on the formation of the South Mountain Citizen's Advisory Team (CAT). She explained that comments from public attendees would be accepted in writing, and if possible, responses would be provided at the conclusion of the meeting. Gunn reviewed the agenda and called for questions concerning the agenda. CAT members introduced themselves.

### **CAT Member Questions/Comments:**

- **Question:** What happens to Pecos Road if no-build or other alternative is chosen?  
**Response:** Pecos Road is a Phoenix city street. We will ask the City of Phoenix for information.
- **Question:** Crime rate is becoming more of an issue in Ahwatukee. Will the freeway increase crime? **Response:** FHWA has sent an inquiry to other state DOTs to determine if there are any studies on crime adjacent to freeways. To date, they have not received any response.

### **Public Involvement Update**

Matt Burdick, ADOT, provided an overview of the comments received during presentations to local community organizations. He also reviewed the schedule of upcoming meetings.

### **Technical Update**

Chris Clary-Lemon provided the planning/technical update. The new alternatives and traffic volumes graphic was discussed. The entire study area is now included on the alternatives side and an additional traffic volume callout (South Mountain Freeway @ 24<sup>th</sup> Street) was added to the traffic volumes side. All technical reports are underway, with completion anticipated in the next few months. Information contained in the technical reports will be shared with CAT members.

### **Follow-up from the Last Meeting**

Chris reviewed the technical study right-of-way and assumed TI locations.

### **CAT Member Questions/Comments:**

- **Question:** Is there enough distance between 40<sup>th</sup> and 32<sup>nd</sup> streets for both interchanges? **Response:** Yes, it is one mile – typically, the closest spacing for interchanges within an urban area.
- **Comment:** Right-of-way Graphics tend to cut out the area of the South Mountain Park/Preserve. Need to include the right-of-way through the park.
- **Comment:** A member of the Ahwatukee Village Planning Committee believes the freeway will be built below grade. **Response:** The team has been focusing on the location not the design. No decision has been made regarding profiles. However, the original design did not include a below grade freeway on Pecos Road.
- **Question:** When will the profile (above/below grade) of the freeway be addressed? **Response:** The profile is needed to determine impacts. ADOT will be reviewing the profile information in the next couple of months.
- **Question:** Is there enough available right-of-way at 32nd Street for the interchange? **Response:** There are residences within the right-of-way needed for the new interchange at 32nd. The church at 24th Street also is within the technical study right-of-way.
- **Question:** How many businesses will be displaced? **Response:** Information will be provided as part of the alternative analysis.

### **DEIS Schedule-ADOT's Decision to Proceed**

Shannon Wilhelmsen gave an overview of the Draft Environmental Impact Statement (EIS) schedule. Following are highlights of her presentation.

- Westside communities have asked that an alternative be identified as soon as possible
- ADOT has agreed to move forward with the DEIS and complete the draft document within the next year
- FHWA/ADOT determined logical termini for the alternatives would be needed to complete the study
- The DEIS will be available for public review by end of this year/beginning of next year.

- The DEIS will include a study of the west side alternatives, Pecos Road on the east side and a no-build alternative throughout. If GRIC agrees to allow study of alternatives on Community lands, the DEIS will be amended.

### **CAT Roles and Responsibilities**

John Godec reviewed the role of the CAT in the development of the South Mountain Corridor.

- The CAT was formed in 2001 to provide on-going advice and input on study information to the ADOT project team
- Members are representatives of groups/organizations within the study area
- The group agreed to try and find a consensus recommendation on a north/south alternative and a separate recommendation on Pecos Road.

### **EIS Topics**

Chris Clary-Lemon reviewed the list of general topics to be studied as part of the EIS.

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|--|--------------------------------------|
| • Section 4(f) as it relates to South Mountain and other sites | • Utilities                          |
| • Cultural sites   | • Public Service Impacts             |
| • Waters of the United States                                  | • Public and Political Acceptability |
| • Environmental Justice/Title VI                               | • Compliance with Design Standards   |
| • Threaten and Endangered Species                              | • Traffic Operations                 |
| • Potentially Hazardous Sites                                  | • Cost                               |
| • General Plan Intent Compatibility                            | • Socioeconomics                     |
| • Prime and Unique Farmlands                                   | • Visual                             |
| • Air Quality  | • Floodplain                         |
| • Noise  | • Economic Impacts                   |
| • Displacement and Relocations                                 |                                      |

Additional discussion regarding air quality, noise and public and political acceptability was requested by the CAT members.

### **CAT Member Questions/Comments:**

**Question:** Will noise be at grade, above and below grade? **Response:** No, at grade analysis only is being done. No matter the profile all freeways are mitigated to the same level 64db.

CAT members requested additional information on the following:

- Crime rates and increased law enforcement costs
- Transportation of hazardous material
- Air quality - localized corridor air analysis and local effect
- What happens to Pecos Road
- Water wells in Ahwatukee
- Impact on home values of the remaining homes
- Value of relocations - How do you get the numbers

- Connectivity of habitat for threatened and endangered species

### **Public Questions**

The following are verbatim comments/questions submitted on Comment Forms received from the public at the meeting.

#### **David Folts, Concerned Families Along South Mountain Loop 202**

- Many questions concerning the human environment were submitted and asked to be included in the EIS. Is there a section on the EIS for Human Environment? (lungs, asthma, crime pollutants ingested by living near and breathing this air for 20 years) If not, why? **Response:** Information not available at this meeting will address at the February meeting.
- If someone lived within a ¼ mile of this highway for 20 years, would he see decreased lung function from living so close to South Mountain Loop 202 being that this highway could be used as a bypass for commercial diesel traffic? **Response:** Information not available at this meeting will address at the February meeting.
- If you are certain as to where the intersections will be on the Ahwatukee section of proposed South Mountain Loop 202 where are the drawing showing all this? Sure you must have a least a single line AutoCAD drawing showing this proposed highway. Why is ADOT still showing proposed South Mountain Loop 202 as a yellow line on today's handout and not a more detailed drawing? **Response:** The alternative shapes shown on the handout represent the technical study right-of-way requirements for each of the action alternatives. Preliminary geometry was used to determine these shapes for EIS study purposes. Final design of the freeway mainline and all interchanges cannot and will not be completed until after the study process has resulted in a record of decision on the EIS. Preliminary geometry will be presented in ADOT's Location / Design Concept Report. Detailed geometry will be determined during final design and presented at that time.
- About ½ way down Pecos Road in Ahwatukee, there is a portable box 8'X12' structure that resembles an Environmental Sampling station. 1) Did ADOT or an agent of ADOT put this structure here? 2) What specific functions are happening in this structure? **Response:** The box is a cell phone tower and has nothing to do with ADOT.
- With all the growth beyond the boundaries of loops 202 and 303 happening today (SanTan, Maricopa, etc.) why isn't ADOT planning highways beyond these areas to stay ahead of the curve instead of shoe horning a highway into a heavily populated area? **Response:** The Regional Transportation Plan (Prop 400) adopted by the voters does include studies beyond the Loop 303.
- How close can this highway and interchanges be built to a home or school? Is there a buffer or minimum distance for any aspect of this highway that will border school or private homes? **Response:** Like to have a clear zone between road and end of right-of-way where possible. There is no standard or policy on the distance.

- Will hazardous cargo be allowed on this highway and if so will there be a plan/procedure in place to lessen or eliminate injuries or fatalities for spills or accidents? **Response:** We do not know at this time.
- Will the incidence of asthma increases in children living along ½ mile South Mountain Loop 202 and if so by what amount? **Response:** Information not available at this meeting will address at the February meeting.
- Will birth defects be more prevalent among pregnant women living within ½ mile of this highway and if so what would the most predominant birth defect? **Response:** Information not available at this meeting will address at the February meeting.
- Can you name some of the pollutants from this highway that would find its way into a human's bloodstream and urine for people living within ½ mile of this highway? **Response:** Information not available at this meeting will be addressed at the February meeting.
- Because Ahwatukee schools are so close with one elementary school sitting alongside this proposed Highway what plans/procedures if any are in place to protect the children from adverse health effects from Highway pollution (diesel Exhaust) during high pollution advisories? Will the existing air filter system (HVAC) protect our children from PM 10 and PM 2.5? **Response:** Information not available at this meeting will address at the February meeting.
- Why aren't any of these CAT meeting for proposed South Mountain Loop 202 being held in the village of Ahwatukee? After all these residents will also be directly affected in many ways from this highway. **Response:** The meetings are held in the central portion of the study area to be equally convenient to the southwest valley and Ahwatukee residents.
- How many acres of South Mountain Park will be taken to build this highway? **Response:** The study team is still investigating the potential land needed from South Mountain Park/Preserve associated with all action alternatives. For reference purposes, the 1988 alignment required approximately 40-50 acres of land from South Mountain Park/Preserve.

#### **Dave Vontersch**

- So is it a done deal that Pecos Road west of I-10 will be the location for freeway development? Please place a stake in the ground as far as final alignment and schedule and stick to it, there seems to be excess mods, changes, amendments, waffling and/or supplements! **Response:** A decision has not been made. ADOT is continuing to meet with Gila River Indian Community.